

Mohave County Miner.

PHENIX
Territorial Library 1809

XXXI.

KINGMAN, ARIZONA, SATURDAY, MAY 3, 1913.

NO. 31

Millionaire Magnates Visit Thompson Falls.

A private Milwaukee train arrived here yesterday morning at 6:30 o'clock consisting of two sleepers, one diner, one observation and one baggage car pulled by a Milwaukee engine and crew says the Sanders County Ledger of Friday.

The train brought President A. J. Earling of the Milwaukee railroad, Percy Rockefeller, of the Milwaukee board of directors and a nephew of John D. Rockefeller, John D. Ryan, president of the Amalgamated Copper company, Max Hegben, manager of the Butte Electric and other power companies, and several other magnates interested in the Milwaukee railroad and the various Montana power companies. The party was chaperoned by Senator Edward Donlan of Missoula.

The entire party is interested financially in the Thompson Falls Power company and made a special trip here for the purpose of looking over the power site and the future plans for development.

After breakfast in their dining car the entire party walked down to the falls across the two county bridges and over to the Prospect creek power house to see the auxiliary plant in operation.

In regard to future plans here it was given out that the Thompson Fall plant is to be made one branch of the greatest collection of power plants in the northwest, that the development of the power at this place would be carried forward as rapidly as practical and possible and that a few days would see the actual work under way.

In conversation with the Ledger in President Earling said: "This is one of the prettiest spots I have ever visited and I wish we had your town over on the Milwaukee."

Max Hegben general manager of the Mountain Power and its allied companies which are to furnish power for the electrification of the Milwaukee railroad says:

"People will travel from the Pacific coast to the Mississippi river by trolley cars within a comparatively short time.

"The States of Montana and Washington are the richest in natural water power in the country and that source of energy once developed and applied, will handle all of the railroad traffic of the future easily and economically. The power application of mountain streams and reservoirs to rapid and heavy traffic has long since ceased to be experimental. The Milwaukee railroad is carrying out the plan in a practical way in Montana now. The operation by electricity of 450 miles of mostly mountain road in Montana will save that company a million dollars every year, and perhaps more, if added speed, lessening of wear and tear and cleanliness of passenger travel are figured in.

"Furthermore, we can haul a larger tonnage per train and the stock and shaking incidental to the stopping of great steam locomotives is eliminated. Milwaukee helper engines over the mountain grades consume 50 per cent of the fuel used in that work; most of that 50 per cent is burned while the helpers are sidetracked in waiting. Electric trolleys need no helpers. The electrically-driven train will supplant coal and oil fuel locomotives wherever hydraulic water power can be developed in sufficient volume.

"The public, knowing the demonstrated success of the electrified railroad, wonders why all railroads do not make the transformation immediately. The enormous investment in locomotives is one reason and the cost of installing the electric system is another. But as the latter system is adopted by degrees and over portions of the transcontinental route, the present steam equipment will gradually diminish."

Mr. Hegben says he will soon furnish plenty of power for railway electrification and other purposes clear across Montana, a distance of 600 miles.

He believes the electrification of the Milwaukee across three mountain

ranges in Montana will prove so successful as to speedily bring about a change from steam to trolley west to Tacoma and east to St. Paul. A saving of fully 1,000,000 yearly will result on the Montana mileage now being electrified. He says Washington contains enough water power to handle all her future railroad traffic.

"That portion of the Milwaukee which we are now electrifying," says Mr. Hegben, "crosses three ranges of mountains—the Big belt, the main range of the Rockies and the Black-foot mountains—and the average gain in speed will be from eight miles, now the average with locomotives, to 20 miles an hour with electric trolleys. Furthermore, we can haul a larger tonnage per train, and the shock and shaking incident to the repeated stopping of the giant steam locomotives, with its accompanying damage to the engine, breaks and gearings, is done away with."

After spending several hours here looking over the big project and the town, the party left with their private trains for the east.

Citizenship of Women Defined.

A Tucson dispatch says:—In order to clarify the condition of recently enfranchised residents of the United States, especially in Arizona, the state which most recently extended suffrage to women, in the U. S. department of labor has issued typewritten bulletins containing provisions of law on the subject. This bulletin copies of which have been received by Superior Clerk Brown, is as follows,

Section 3. That any American woman who marries a foreigner shall take the nationality of her husband. At the termination of the marital relation she may resume her American citizenship. If abroad, by registering as an American citizen within one year with a consul of the United States or by returning to reside in the United States, or, if residing in the United States at the termination of the marital relation, by continuing to reside therein.

"Any woman who is now or may hereafter be married to a citizen of the United States, and who might herself be lawfully naturalized shall be deemed a citizen."

"Section 4. That any foreign woman who acquires American citizenship by marriage to an American shall be assumed to retain the same after the termination of the marital relation if she continues to reside in the United States, unless she make formal renunciation thereof before a court having jurisdiction to naturalize aliens, or if she resides abroad she may retain her citizenship by registering as such before a United States consul within one year after the termination of such marital relations.

It may also be stated that it has been judicially held that a woman during the marital relation can not become naturalized.

Naturalization papers may legally be filed by any woman unmarried who is otherwise qualified, or the widow of a foreign-born person not naturalized.

The status of native American women who have married men who are subjects of foreign countries was illustrated in the case of Mrs. Lyde N. Still, wife of Arthur Still, of the Bail Heineman Co., who was not permitted to register because her husband is an English subject.

Mexico's Greatest Volcano is for Sale.

A Mexico City dispatch says:—Do you want to buy a volcano?

If so, come to Mexico and size up Popocatepetl. You may have to take your life in your hands on account of the Zapatistas and other rebels camped near its foot, but you will be moderately safe at the top. Popocatepetl is the highest smoking volcano on the North American continent, and I am told that as soon as matters are quiet it can be made to pay big dividends on the price now asked for it.

The old mountain has been for sale, off and on, for the last 25 years. It

was bought in 1904 by a syndicate of Americans, headed by Capt. Charles Holt of New York. The consideration was 10,000,000 in Mexican money, and the American company had an authorized capital of 10,000,000 in gold. The plan was to work the enormous sulphur resources of the volcano and at the same time to supply ice to Mexico City from the ice fields which cover the peak. The principal forests about the base of the mountain were also to be converted into a beautiful park and an inclined railway to the top was to bring tourists here from all over the world.

This sale was only half consummated. The title was disputed and the Mexicans could not deliver the goods. After several years the project was abandoned, and the mountain came back to Gen. Sanchez Ochoa, one of the great mining engineers of Mexico, who has owned it these many years. I am told that the Pearson syndicate, backed by Lord Cowdray, has since considered the purchase, and that its plans included cogged railroads, not only to the top of the "Popo," but also to Ixtaccihuatl, or "The White Woman," that mighty extinct volcano which rises into the clouds only a few miles away.

Popocatepetl itself is a live volcano, or, at best, it is only sleeping. Since the time of Cortez it has had ten mighty eruptions. It is the Vesuvius of America, and is liable to break out at any time in another great burst of fire and lava. Its last eruption was in 1802, but it is still breathing brimstone fumes from the great holes in its crater. These holes are from seven to twelve inches in diameter, and they ooze liquid sulphur, making the crater a great brimstone factory.

The crater of old Popo is about a mile wide at the top and something like a thousand feet deep. It is shaped like a bell, the diameter at the bottom being one-fourth of a mile and the floor, which is pure sulphur, going down it is said, a thousand feet deeper.

The mountain is spitting out sulphur at the rate of more than a million tons per annum. Since the conquest of Mexico more than 100,000,000 tons have been taken out of it, and it is estimated that there is half as much more on the floor of the crater, running down to a depth of 500 feet.

The supply is far beyond the demands of all the world, and if it could be marketed it represents wealth beyond the dreams of avarice. The annual consumption of sulphur in the United States and Europe is perhaps six or seven hundred thousand tons. The most of the product comes from Italy, and it sells for 20¢ a ton. If it could be supplied by Mexico, it would mean a gross income of 14,000,000 a year, and the sulphur in sight at half the above rate would be worth a billion and a half dollars. As Col. Sellers said of his famous eye water: "There's millions in it."

In case the mountain is sold, the mining of this sulphur will be by modern machinery, and the cost of bringing it to the market will be comparatively small. The millions of tons already produced have been dug up by the Indians and carried in bags by means of rope ladders out of the crater to a point where it could be drawn up with a windlass and rope, worked from the rim.

As soon as the sulphur comes to the top it is handed over to men who place it on straw mats and slide with it down over the snow to the timber line, from where it is carried by horses and mules to the cars.

Although the crater is exceedingly hot, it is three miles above the sea and its rim is bordered with perpetual snow. With the exception of the holes, its floor is solid, and the workmen can move about freely over it. Now and then water bursts in, and this, striking the floor, causes steam, which rises high over the mountain — Frank Carpenter, in El Paso Herald.

Cure for Stomach Disorders.

Disorders of the stomach may be avoided by the use of Chamberlain's Tablets. Many very remarkable cures have been effected by these tablets. Sold by all dealers.

Hayden to be Made "City Beautiful."

The environs of a mine are seldom attractive, but J. C. McDonald, superintendent of the Ray Consolidated at Hayden, is determined to make the Hayden townsite the "City Beautiful" of Arizona. The townsite has been laid out in regular blocks, separated by wide streets well surfaced and smooth as pavement. Date palms are being set out around the principal company houses and the main thoroughfare will be bordered by cottonwoods to afford grateful shade in the summer season.

All the tent houses in Hayden are being moved to an adjacent hillside and are being replaced by attractive houses for the employees. These homes are of four rooms and are of the most modern construction, being equipped with electric lights, baths and other conveniences. There are 36 of these houses yet to be erected which will just double the present number, making a total of 72 homes.

The company is also erecting a new boarding house to accommodate its large number of employees at Hayden and the old boarding house is to be remodeled and converted into a modern hospital with all the latest equipment.

Trees have been set out entirely around the power house, twenty feet apart, and a flag pole has been erected on the building, from which Old Glory floats.

The American Smelting and Refining company at Hayden is operating its smelter at full capacity, outputting daily 200,000 pounds of blister copper 99.7-10 fine. There has just been installed at the smelter a Great Falls converter, similar to the one now in operation at the Old Dominion. The company expects later to install two blast furnaces and another reverberatory furnace.

Since the strike at the company's smelter at El Paso a good deal of custom ore and concentrates has been diverted to the Hayden smelter.

The Ray Consolidated has recently increased its output of ore and 7800 tons of ore are now being put through the concentrator daily.—Arizona Record.

Inspiration Increases Force.

At the Inspiration Consolidated during the past week, the underground force has been steadily increased and the total monthly development work should again surpass the 5000 foot mark. An especially noticeable feature of this increase is the preference being given by the company to Americans over the foreign workmen. At the millsite the cement warehouse is fast nearing completion and workmen are busy excavating for the rock and sand bins. Rails have been laid to the mill site and they are now being carried toward the main working shafts, the last strip to be covered. One steam shovel is operating on the railroad cut which parallels the mill site

on the north side and this should be finished almost simultaneously with the "Culebra" cut. These are the two last portions of the railroad construction of the Inspiration division work which remain uncompleted. The Live Oak branch with the exception of the construction of two remaining bridges is practically finished. The excavation work for the foundations of the coarse crushing plant, is progressing rapidly. Recently a gang of workmen has been busily engaged planting trees along the main water courses passing through the company's ground. These trees, cottonwoods spaced about 35 feet apart are set on both sides of the channels. Something over 500 trees have already been planted. While the original idea is to strengthen and add to the stability of the steam channels they will also develop a very much needed addition to the districts landscape.—Globe Silver Belt.

Iron Ore Shipments Have Started.

Ore shipments from the Lake Superior iron mines for the season of 1913 have started. The first trainloads of the stream of mineral that will go forward until 50,000,000 or more gross tons has been delivered at the great piers on the water front have been dispatched, and has been dumped into the pockets of the docks, later to be transferred into the hulls of the big bulk carriers that will ply the inland seas as long as navigation is possible.

It is expected and it is hoped there will be no serious interruption of the movement, and the first day of December will see the shipments for the season practically completed. As usual of late years, the first ore sent out has come from the Mesabi range. Appropriately, too, since it is this line that will handle a bigger traffic than any other in the region, the initial shipments have gone out over the Great Northern railroad, estimates of whose prospective tonnage for the season range up to 17,000,000.

The transportation facilities in general were never greater. There are more and better equipment and more double trackage than ever. The U. S. Steel Corporation's Duluth & Iron Range road, for instance, is about to receive 1000 new steel cars and 10 additional locomotives. The same company's Duluth, Missabe & Northern line has in service or in readiness no less than 150 engines, all of which had been thoroughly overhauled during the winter. Each and every road is prepared to handle its full quota of the season's traffic.—Mining and Engineering World.

Rheumatism Quickly Cured.

"My sister's husband had an attack of rheumatism in his arm," writes a well known resident of Newton, Iowa. "I gave him a bottle of Chamberlain's Liniment which he applied to his arm and on the next morning the rheumatism was gone." For chronic muscular rheumatism you will find nothing better than Chamberlain's Liniment. Sold by all dealers.

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